ENVIRONMENTAL STEWARDSHIP STRATEGIC GOAL

"Promote transportation solutions that enhance communities and protect the natural and built environment"

OUTCOMES

1. Reduction in pollution and other adverse environmental effects from transportation and transportation facilities
2. Streamlined environmental review of transportation infrastructure projects

STRATEGIES

Current data reveal that transportation is exerting significant pressure on the environment world-wide. Commercial and personal transportation have grown substantially in recent years and are projected to increase in the future despite higher prices for petroleum and warnings about climate change. At the current rate of growth, transportation's share of human-produced greenhouse gas (GHG) emissions in the U.S. will increase from 28 percent currently to 36 percent by 2020. Climate change has the potential to create significant weather irregularities, including sea level rise and more intense storms that could severely affect the integrity of transportation infrastructure and routine transportation operations.

We are working to achieve a balance between environmental challenges and the need for a safe and efficient transportation network. DOT's *National Strategy to Reduce Congestion on America's Transportation Network,* described the environmental impact of congestion. "Whether it takes the form of trucks stalled in traffic, cargo sitting on the dock at overwhelmed seaports, or airplanes circling over crowded airports, congestion is costing America an estimated $200 billion a year. Americans squander 3.7 billion hours and 2.3 billion gallons of fuel each year sitting in traffic jams and waste $9.4 billion as a result of airline delays."[7]

In April, 2006, the Department asked the Congress to take prompt action to authorize the reform of fuel economy standards for passenger automobiles for the first time. The Administration has shown strong leadership on fuel economy. The Department raised the light truck and sport utility vehicle standards twice in the last four years, including a rulemaking that will save nearly 11 billion gallons of gasoline, eliminate incentives to make lighter, and therefore more dangerous vehicles, and encourage all manufacturers to deploy fuel saving technologies.

[7] Ibid.

Indeed, the complexity of transportation and climate change issues presents major challenges for transportation decision-makers and planners. Decision-makers, who may be unfamiliar with how transportation contributes to and will be affected by climate change, are making choices with significant long-term implications for climate change. DOT established the Center for Climate Change and Environmental Forecasting (the Center) in 1999 to play a leadership role in meeting this challenge. The Center is the focal point within DOT for information and technical expertise on transportation and climate change, and for coordinating related research, policies, and actions. The Center promotes comprehensive multimodal approaches to reduce GHG emissions and prepare for the effects of climate change on the transportation system.

RESOURCES

Below we present our strategies for achieving our environmental stewardship goals. The human resources, programs, capital assets, information technology and other resources described in DOT's Annual Performance Budgets are needed to achieve our outcomes for environmental stewardship and to execute the strategies presented below. The schedule for executing these strategies extends from fiscal 2006 through fiscal 2011.

STRATEGIES TO IMPROVE TRANSPORTATION INFRASTRUCTURE REVIEWS

1. Exercise leadership in implementing President Bush's Executive Order 13274, *Environmental Stewardship and Transportation Infrastructure Project Reviews by:*
    - Expediting environmental reviews of high-priority transportation infrastructure projects;
    - Closely linking implementation of the Executive Order with congestion reduction initiatives; and
    - Advancing environmental stewardship through cooperative actions with project sponsors to promote protection and enhancement of the natural and human environment in the planning, development, operation, and maintenance of transportation facilities and services. (Supports both outcomes)
2. Use constructive and timely approaches to resolving conflicts when they arise over the use, conservation, and restoration of the environment, natural resources and public lands consistent with the August 2004, Executive Order on Cooperative Conservation and the accompanying Memorandum on Environmental Conflict Resolution. (Supports outcome 2)
3. Conduct and support research on ways to improve the environmental review process to achieve the timely delivery of transportation infrastructure projects. (Supports outcome 2)
4. Provide guidance, training, and assistance to ensure that State and Metropolitan Planning Organizations (MPO) are equipped to meet transportation conformity requirements, especially in newly designated non-attainment areas. (Supports outcome 2)

5. Encourage state departments of transportation to reinforce Context Sensitive Solutions (CSS) policy, facilitate training in CSS, and promote visibility for state CSS projects. (Supports both outcomes)
6. Provide guidance, and technical assistance to demonstrate the benefits of including ecosystem-based measures and approaches in transportation development. (Supports both outcomes)
7. Identify the benefits of exemplary ecosystems and obtain trade-offs from resource agencies. (Supports both outcomes)
8. Use FHWA's lead agency role to develop and meet schedules for Environment Impact Statements (EIS) and Environmental Assessments (EA) for Federal-aid projects; work with states aggressively to reduce delays linked to state actions and non-actions; and improve planning-National Environmental Policy Act (NEPA) linkages via policies, training and workshops. (Supports outcome 2)
9. Work proactively with Tribes, states, local governments, industry and other transportation stakeholders to seek integrated approaches to resolving transportation issues, support community needs and give full consideration to local environmental conditions. (Supports both outcomes)
10. Facilitate streamlined processes for environmental permits to enable pipeline operators to make critical repairs in their systems. (Supports both outcomes)

STRATEGIES TO REDUCE ADVERSE ENVIRONMENTAL EFFECTS FROM THE TRANSPORTATION SECTOR

11. Work with Congress to reform fuel economy standards for passenger automobiles that are cost effective, based upon sound science, and safeguard vehicle occupants. (Supports outcome 1)
12. Provide funding, guidance and information to state and local transportation agencies and other stakeholders on topics such as: diesel engine retrofits, idle-reduction technologies, congestion mitigation projects, and other cost-effective measures that reduce emissions; improve storm water mitigation and control; preserve and bank wetlands and habitats; and link the planning process with environmental review processes; wildlife protection; noise mitigation and controls; and historic preservation. (Supports outcome 1)
13. Focus on climate change initiatives with state and local transportation planning agencies through outreach, information sharing, capacity building, and other collaborative efforts. (Supports outcome 1)
14. Conduct and support research to understand the various impacts of transportation infrastructure and services on the natural and built environment. (Supports both outcomes)
15. Work proactively with government, industry and public interest groups in the U.S. and internationally to set environmental policies and standards and enforce environmental laws pertaining to transportation. (Supports outcome 1)

16. Support the President's Hydrogen Fuel Initiative through research on fuel distribution and delivery infrastructure, transportation of associated hazardous materials, and vehicle safety. (Supports outcome 1)
17. Create incentives to avoid, reduce or mitigate the adverse environmental effects that can accompany transportation services and facilities. (Supports outcome 1)
18. Foster dialogue, education and communication about transportation alternatives and choices that improve compatibility between transportation and communities and encourage consideration of the full range of transportation options, including pedestrian and bicycle travel, to address mobility and environmental challenges. (Supports both outcomes)
19. Publish timely information on best practices in mitigating transportation's impact on communities and the human and natural environment using secure Web-based technologies. (Supports both outcomes)
20. Collaborate with State and local emergency responders to simulate or exercise emergency response plans concerning environmental incidents in transportation. (Supports outcome 1)
21. Invest in the capabilities of the DOT workforce by hiring individuals with education and experience related to the nexus of transportation, energy and the environment such as urban and regional planning, economic development, environmental sciences and environmental law. (Supports both outcomes)
22. Improve DOT-owned or controlled facilities for the benefit of host communities by preventing pollution, recycling, using recycled products, and cleaning up contaminated facilities. (Supports outcome 1)
23. Develop better technologies and analytical tools to evaluate aircraft noise and emissions. (Supports outcome 1)
24. Work at the International Civil Aviation Organization (ICAO) to foster international aviation environmental standards, recommend practices, and guidance materials that are technically feasible, economically reasonable, provide a measurable benefit and take interdependencies between various emissions and between emissions and noise into account. (Supports outcome 1)
25. Implement integrity management practices in hazardous liquid pipelines to identify and repair corrosion and material/weld defects—the leading causes of spills in high consequence areas—before the pipe fails. (Supports outcome 1)

PERFORMANCE MEASURES

Table 4 presents the relationship between our Environmental Stewardship outcomes and the performance measures that we will use to measure our progress toward that goal.

TABLE 4. ENVIRONMENTAL STEWARDSHIP OUTCOMES AND PERFORMANCE MEASURES

OUTCOMES	PERFORMANCE MEASURES
1. Reduction in pollution and other adverse environmental effects from transportation and transportation facilities	Reduction in Pollution - Percent of DOT facilities characterized as 'No Further Remedial Action' under the Superfund Amendments Reauthorization Act - Minimize the number of areas in a transportation conformity lapse (2011 target is 6 or fewer areas) - Number of exemplary ecosystem initiatives (EEI) (2011 target is 30 EEI in at least 20 states) - Hazardous liquid pipeline spills in high consequence areas - Percent reduction in the number of people in the U.S. who are exposed to significant aircraft noise levels
2. Streamlined environmental review of transportation infrastructure projects	Streamlined Review - Median completion time for all Environmental Impact Statements (EIS) and Environmental Assessments (EA)